## CR Road Test Results

Subaru’s three-row SUV has impressive all-around performance. The ascent’s smooth ride, functional interior, and slick power delivery helped it to its success.

The ascent has a turbocharged four-cylinder engine in a segment where V8s dominate, which might seem to be a disadvantage on paper. But in real-world driving, the SUV feels zippy and more satisfying than its numbers suggest it should. The plush ride is impressive, even bettering some luxury cars. However, we noticed significant body lean through turns, but the SUV feels safe and remains under control even under duress.

Getting into the ascent’s cabin is easy, thanks to its large doors and low step-in height. The seat comfort is good as long as one opts for one of the two top trims (Limited and Touring), which have leather and a two-way lumbar adjustment.

The controls are simple to use and the infotainment touch screen responds quickly to commands. All trim levels come with Android Auto and Apple CarPlay compatibility. A WiFi hotspot can support up to eight devices to entertain connected families.

The ascent’s soft surfaces and contrasting interior accents add an upscale feel, prevailing its price. Most Ascents come with second-row captain’s chairs, which provide plenty of legroom and can be slid fore-and-aft. Our Limited model came with USB ports and a 120-volt outlet for rear passengers.

The foldaway third-row space is relatively livable. Passengers will find that the grab handles mounted on top of the second-row captain’s chairs make getting out of the third row easier.

Standard equipment includes Subaru’s EyeSight Driver Assist Technology, a suite that includes forward collision warning, automatic emergency braking, lane keeping assistant, and adaptive cruise control. Blind spot warning, rear cross traffic and rear automatic braking are available.

The ascent is an extremely functional and comfortable vehicle that will appeal to many suburban families.